

Hong Kong Daily Press.

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HONGKONG, MONDAY, DECEMBER 24TH, 1900. 壹元正 號建十式月式十年百九千壹英港香 PRICE \$2 PER MONTH

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Hongkong, 9th November, 1900. [1-1273]

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Hongkong, 2nd July, 1900. [1029]

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Correspondents must forward their names and addresses
with communications addressed to the EDITOR,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
Anonymously signed communications that have
already appeared in other papers will be inserted.
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that hour the supply is limited. Only supplied for
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BIRTH.

At Greencroft, Kowloon on Friday, the 21st
December, the wife of JOHN THOMAS MARTIN
WHEELER, of a son. [3245]

DEATH.

On the 28th November, at Surat, suddenly, of
heart failure, BURJOSEY BUTTONEE KEEKA,
formerly of Hongkong. [3246]The Daily Press.
HONGKONG OFFICE: 14, DES VIEUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, December 24th, 1903

It is not long since we referred to the general repression of British trade and energy which has been conspicuous in our relations with China during the last ten years. It was not so much the actual loss, though in some directions Great Britain had actually gone backward, as in the proportionate decay when compared with other countries; and the fact that it was in staples, which but a few years ago we held our own by a kind of prescription. That the fault was to be attributed to mistakes on the part of our Government, irrespective of party, we pointed out, as well as the very different manner in which other countries, more especially Germany and the United States, treated their nationals. On the one hand it was a policy of holding back; the merchant was an individual to be feared and restrained, and the duty of the Consul, and more especially that elaborate organisation of the Supreme Court, was in the first instance avowedly directed to the suppression of the obnoxious trader. On the other, the representative of his government was before every other consideration to remember that he was sent to China to foster German or American interests, and that his position as a repressor of crime was not to be looked upon as antagonistic to this object. The consequence of these different interpretations of their duty is that the British Consular Official sees everything at first as a judge views the business of his court. It does not, in fact, concern him in the slightest degree, except so far as it may, or until it comes before him judicially. All the preliminaries are things

with which he has nothing to do; they are matters for the plaintiff and defendant, of which he knows nothing and cares nothing, till they come before him in his judicial capacity. That he has any executive capacity, beyond the mere carrying out of the decrees of his court, probably never enters his head, except when one or two instances of the effects on the careers of his fellows, following unpleasantly on some attempt at independent action, intrude themselves on his mind. On the other side nothing is so much dreaded by an American or German official as a complaint from a prominent national that any remissness in pushing the interests of his subjects had been exhibited. There are few British subjects in business in China who have not had cause to substantiate this very great distinction in the methods of the Governments concerned. It is always soothing to one's self-love to have companions in misery, and it is instructive to find no less an authority than Professor JOHN PERRY, F.R.S., the President of the Institution of Electrical Engineers, making in his address to the Society almost identical charges. It is unfortunately a fact that compared with the United States, or even so small a country as Switzerland, the position of England in the electrical world is hopelessly in the rear. That this is evident even to the engineers of England is shown in the disheartening fact that, when after many years' knowledge of the practical failure of steam traction in the underground railways of London, it became a matter of actual necessity to exchange steam for electric motors, it is to American engineers and American machine shops that the Directors have had to apply. Professor PERRY makes as much as he can out of the conservative instincts of British engineers, who will in their calculations make use of old and unpractical methods of ascertaining results; with the consequence that their neighbours, having adopted more ready and equally correct methods, are able to run out their requirements more closely, and introduce safe economies which throw the advantage on their side. That there is some truth in this no one who has been watching the course of mechanical development within the last few years will deny. But English engineers have never been deficient in the power of adopting the readiest means to an end, and there must be some reason why in this instance of electricity they should in these calculations have failed to keep abreast of their competitors. It was but a comparatively few years ago since the engineers of England were at the head of electric engineering, and most of the practical applications of the new force were led by British engineers or inventors; it is hardly to be expected that the nature of the men could have entirely changed within a fraction of a man's working age. Professor PERRY in his strictures on the engineers acknowledges this. Men who had commenced practical work, and who not many years ago were at the top of the tree; find themselves to-day left hopelessly in the rear. It is the hope of reward that sweetens labours, and when a man for his existence has to devote all his time to mere routine, and understands that the alternative is to starve, he finds but little leisure to go into theories, the results of which bring him neither honour nor profit. When the electric question some ten years ago began to assume importance, and British capitalists and British engineers were prepared to undertake large schemes for lighting and traction, it may be remembered that Mr. GLADSTONE's Government took the matter in hand with the object of repressing this new danger to the comfort of the citizen. The result was a bill brought into Parliament, not only throwing cold water on the whole, but imposing conditions so impracticable that for nearly eight years not a single scheme was introduced, and it was not till these conditions were altered and relaxed that any one practical scheme was undertaken. Meanwhile it is notorious that in other countries, whose Governments had more enlightened views as to their duties, electrical engineering was growing from being the nursing of the philosopher into the sturdy child of the practical manufacturer. It was only last session of Parliament that a scheme for running an electric railway from Manchester to Liverpool was thrown out by an obstructive Parliament; and the reason will serve to explain why our merchants and our engineers are losing the leading position which a few years ago they occupied. The Engineers of the scheme announced their intention of making the trains traverse the line at the rate of 210 miles an hour. GEORGE STEVENSON's cow got in the way but it was not the "coo" but the train that got the worst of the collision; a wise House decided that to travel two hundred miles an hour was dangerous. Possibly Parliament forgot that it was itself being carried round the sun at a speed many times greater, and that the question was not one of speed at all but merely of avoiding external interruptions. The whole story is an indication of the evils of that grandmotherly rule which has settled like a blanket over the energies of the land.

To-morrow morning, Christmas Day, there will be an annual issue of the *Hongkong Daily Press*. There will be no issue on Wednesday, Boxing Day.

H.E. the Governor informs us that he has telegraphed to London asking on behalf of the Unofficial Member of the Legislative Council (as representing the community) whether the Duke and Duchess of York will visit Hongkong on their way to or from Australia. No reply has yet been received.

The sailing vessel *Benjamin Seawall*, which was ashore at Wanchai during the late typhoon, and which subsequently took in ballast for Royal Roads, has accepted a timber charter from Singapore to this port.

The Rev. J. H. France desires us to state that donations of Christmas cake, &c., for the annual Seamen's picnic may be sent to the Kowloon Institute. Seasonable gifts in other directions for seamen in harbour will also be thankfully received.

The sale of leasehold properties in Ship Street, comprising six lots, advertised in our columns to have taken place on Saturday afternoon in the auction-rooms, Duddell Street, by Mr. George P. Lammer, was withdrawn, the properties not fetching the reserve price.

Messrs. Jardine, Matheson & Co., agents for the China Mutual Steam Navigation Co., inform us that they were on Saturday in receipt of the following telegram from the Agent of the Company at Shanghai:—"Referring to our telegram of December 5th, reconstruction confirmed at a meeting held yesterday."

The tie in the first competition of the Hongkong Gun Club (held on the 16th inst.) was fired on Saturday afternoon. The competitors were H.E. Sir Henry A. Blake and Mr. J. A. Mackay, who had each scored 15 points. The tie resulted in favour of Mr. Mackay, who scored 18 to His Excellency's 9. The prizes were presented by Lady Blake after the decision of the competition.

Mr. J. D. Clark, the founder and editor of the *Shanghai Mercury*, is a passenger for Shanghai by the *Chusan* leaving at noon to-day. He is returning from a holiday trip to America and Europe, and, though he has been forty years in China, is looking forward to resuming his editorial duties. He has purchased new plant, type, and machinery, so we may anticipate an all-round improvement in our northern contemporary.

At the opening of the Blake Pier it was stated that it was proposed to erect a clock-tower on the base of the pier and a roof and shelter for passengers. In the *Gazette of Saturday* particulars and conditions are published of a competition for these additions to the pier. It will be seen that the tower is to be erected in the centre of the pier's base, and is to be at least 120 feet high. It will contain ladies' and men's waiting rooms. The roof is to extend over the first two sets of steps at each side of the pier. An attendant will live in the tower, which must be designed to take the clock of our existing tower.

At the regular meeting of Victoria Lodge No. 1028 held on Saturday evening, Wor. Bro. E. C. Ray, Deputy District Grand Master, presided and installed Bro. F. D. Goddard as Worshipful Master. Wor. Bro. Goddard then invested his officers as follows:—Bros. J. H. Underwood, Senior Warden; B. C. Edwards, Junior Warden; S. H. Joseph, Treasurer; Wor. Bro. A. O'D. Gourdin, Secretary; Bros. E. H. Ray, Senior Deacon; J. J. Wollen, Junior Deacon; Wor. Bro. G. T. Lammer, Organist; Bros. W. M. Everall, Inner Guard; A. S. Tuxford, Steward; F. R. C. Surface, Director of Ceremonies; J. R. Grimble, Tyler.

We have received from the Colonial Secretary's Office and also from the Netherlands Consulate-General notifications that the Governor-General of Netherlands-India has decreed that all ships or vessels arriving from Hongkong or having called at this port after the 22nd November, 1900, are subject in Netherlands-India to a quarantine of ten days from the date of departure from this port or since the last case of plague on board. Importation is temporarily prohibited of animal refuse, claws and hoofs, animal or human hair and bristles, hides which are untaimed and which are salted or cured with arsenic, raw wool and rags, bags or sacks which have already been used, coming from Hongkong or transhipped at this port. The importation is also temporarily prohibited from Hongkong into Netherlands-India of tapestry and used embroideries, unless they are transported as personal baggage or in consequence of change of residence.

Mr. Erich Georg says in his Weekly Share List, dated Hongkong, 22nd December:—"The market, during the week under review, has experienced a good many changes, mostly towards higher rates, especially Hongkong and Shanghai Bank shares, Luzon, Docks, Wharves, Hotels, Mills and a few smaller stocks, while China Sugars and Hongkong Lands have ruled easier." Under the head of Mining Shares he says:—"Jelkins have dropped suddenly to 32/- on account of news received from the South to the effect that an Extraordinary Meeting had been called for the 15th instant to sanction the issue of 10,000 preference shares of 35 each for the purpose of providing funds; however, some influential shareholders were going to oppose this, at any rate to try and postpone the question until the China shareholders could be sounded on the same. It also appears as if a certain section of the Singapore share dealing community was dissatisfied with the present managers and the tardiness shown by them to give the shareholders regular and prompt information about the working and the position of the company."

The French mail of the 10th November was delivered in London on the 20th inst.

It is stated that King Leopold of Belgium has obtained the adhesion of France to the Belgian concession at Tsimshian.

A new table has been issued of rates of postage for parcels chargeable at the Post Office in the Colony on and after the 1st prox.

Mr. H. F. X. de Santos Remedios, Civil Engineer, of 31, Wyndham Street, has been elected a member of the Lisbon Geographical Society.

The appointment was granted last month of Sir Claude Maxwell MacDonald as Envoy Extraordinary and Minister Plenipotentiary at the Court of the Emperor of Japan.

The Star launch *Evening Star* collided with a junk in the harbour on Friday night. The junk capsized, but the crew were rescued by police launch No. 5. The launch suffered considerable damage.

In consequence of the sailing ships *Adolph Oberg* and *Paul Revere* having arrived in harbour several days over their scheduled time, they have both lost what were considered by local shippers to be pretty valuable charters.

The Admiralty announces that the following additional promotions for services in China have been made, to date Nov. 9, 1900:—Lieutenant William B. S. Wrey, to be Commander; Assistant-Paymaster Harry G. Wilson, to be Paymaster.

The new rice crop at Bangkok will be later than was expected, for the first consignment will not be able to leave that port for Hongkong till February next. The large cargo steamer *Amara* has been chartered for five consecutive voyages at 30/35 cents per picul.

The French regiment which was stated in these columns a short time ago to have been held in readiness at Haiphong to occupy Canton in case of need, has received countermanding orders. The expense of keeping these troops on a war-footing with steamers waiting is set at 70,000 francs.

Complaints of the increase of taxation in Tonkin and Cochin-China are as loud as ever, states a correspondent to the *Strait Times*. This time, the extra taxation falls on stamps, registration fees, and mortgage dues. What renders all this the more irritating, the correspondents observes, is that every year sees the burden of the taxation grow heavier.

It is announced from New York that Colonel Thys, the Director of the Congo Railway, has succeeded in negotiating with a group of American financiers who are the holders of a concession to construct a part of the future Hankow-Canton railway, for the cession of that concession to a Belgian Company, which will undertake the construction of the whole line and of the lines depending on it.

Captain G. A. Douglas, R.N., who died at Grotoncottage, Walmer, on Nov. 20, saw much service in the course of a long and distinguished career. He was flag-Lieutenant to Admiral Sir James Hope from 1859-62, and during that time was present at the attack on the Pei-tu-forts in 1863, and their capture in 1860, took part in several assaults on fortified towns and stockades, and in 1862 engaged and drove off a mounted party of Taipings, and a large body of infantry near Shanghai. For these services he received the China medal, with the Taku clasp.

In the course of the debate in the Reichstag on affairs in China, Count von Bülow, in dealing with the prospective value of Kiaochow, said that he had turned up the debate of the House of Commons on the acquisition of Hongkong and had found that the British Ministry of the day was accused of having annexed a wretched rock and a harbour which not even a Chinese junk would ever frequent. To-day the shipping at Hongkong had a tonnage of something like ten or twelve millions. The case of Kiaochow may not be on all fours with Hongkong, but it was a useful argument to silence the depreciation of the German possession in China.

It is stated in naval circles at Portsmouth that the *L. & C. Express* of the 23rd ult. that Admiral Lord Walter Kerr, at present First Sea Lord of the Admiralty, is likely to succeed Vice-Admiral Sir E. H. Seymour in command of the China Station, and colour is lent to this rumour by the fact that this morning Lord Walter Kerr is to visit Portsmouth for the purpose of inspecting *Glory*, which leaves for China on Saturday. The gravity of the situation in China, and the fact that Russia and Germany have officers of superior rank to command their forces, would, it is thought, justify the British Admiralty making such an appointment in place of the selection of Vice-Admiral Sir Harry Rawson.

Leprosy having, it is said, broken out among the French soldiers at Peking and Tientsin, a quasi-official enquiry has elicited the supposition that the disease had been caught from the robes, silks, and furs plundered in the houses which belonged to and had been worn by lepers. Whether that be so or not, a correspondent at Saigon writes confirming that view, and states that the costly garments and rich furs brought as spoils of war to Saigon by French soldiers returning from China readily found buyers among the Chinese at that port, but the latter took care not to wear them. Why they would not make use of these highly-prized articles remained a puzzle, adds the correspondent, until news came that leprosy had appeared among the French troops in China.

The Russian Ministry of Marine has announced that for the purpose of increasing the strength of the torpedo flotilla belonging to the Russian Pacific Squadron, twelve new torpedo-boats will be sent out next year to the Far East. These boats will be sent out in sections, which will be put together at Vladivostok and Port Arthur, and they will not be counted among the torpedo-boats at present being built for Russia, which the Ministry of Marine has expressed its intention of sending out to the Far East under steam. A credit vote of 318,000 rubles will be made to cover the cost of building these twelve projected torpedo-boats.

A general impression exists, says a naval correspondent, that Mr. Basil J. P. Guy, the gallant young midshipman of H.M.S. *Barfleur* who has just been awarded the Victoria Cross for conspicuous bravery at Tientsin, is the first naval officer of this rank to be thus honoured. This, however, is by no means the case, for at least two instances of midshipmen earning the same proud distinction are on record. The first of these is that of Mr. E. J. Daniels, who was granted the V.C. for an act of great courage performed under fire during the Crimean campaign. In 1884, a second midshipman, Mr. G. D. Boyes, of H.M.S. *Euryalus*, won a similar honour while on active service in Japan. Both of these young officers died before they rose to the rank for which their gallantry fitted them.

Taken as a whole there is little, says a naval correspondent to a contemporary, with which to find fault in the China Honourable Gazette. Promotions have been given in some cases, distinctions in others, and they are very much what anyone with an intelligent knowledge of the subject and of the customs of the Navy might have foreseen.

But why has there been a distinction, an invidious one, between the midshipmen who were at the front in South Africa and those who were under fire in China? The former have all been "noted for early promotion on qualifying for the rank of Lieutenant," while of the latter only eight out of about sixty have been selected. As far as memory serves, the South African procedure is in accordance with what took place after the expedition to Benin, and it is impossible to avoid the conclusion that the Admiralty has perpetrated an injustice—for it is nothing else—because it was applied at the number of midshipmen who are affected.

H. M. Battleship *Glory* on 17th ult. had a satisfactory trial of the hydraulic gear of her after barbette guns alongside the dockyard. She completed her gun trials at Portsmouth on 19th ult. and anchored at Spithead, where on 20th she tried her electric search-lights. When she was going out of harbour, steam was by some misunderstanding shut off from her steering gear, and the vessel showed a tendency to drift on to the Gun-wharf. As she did not answer her helm she was steered by means of her engines, but as she had very little way on she moved down towards the *St. Vincent*, training ship, moored on the opposite side of the harbour. It was not until then that the helm signal was observed to indicate that the rudder was stationary. Both engines were put full speed astern and steam was turned on to the steering gear, after which no difficulty was experienced. The *Glory* had her commissioning trial on the 23rd ult.

The efforts being made by the Vatican to obtain from China a special indemnity for the missionaries massacred has, states a Rome correspondent, again raised the question of the protectorate over Roman Catholics in the Near and Far East.

Li Hung-chang is reported to have replied to the Vatican that the murdered missionaries belonged to different nationalities, and would be included in the indemnities demanded from China by their respective Governments.

This reply did not suit the Vatican, which thinks it sees in the Chinese conflict a chance of asserting its existence as a "Temporal Power" and which is never disposed to regard Italian priests as subjects of the King of Italy. With the help of France it intends to press its claim.

It is doubtful if Germany, who not long ago declared a German protectorate over German missionaries and Roman Catholics in the Levant and in China, will associate herself with the Franco-Vatican claims, or whether she will not rather support Italy in its claim.

There is reason to believe at Aldershot that a cavalry brigade will be ordered to South Africa, probably at the beginning of February.

The British strongly hold the strategic position on the Orange River in the rear of the invaders.

THE UNITED STATES.

The Washington Senate has adopted the Hay-Pauncefote treaty with further amendments.

LOCAL MOVEMENTS.

The German transport *Frankfurt* arrived yesterday from Tsin-tau.

The U.S. transport *Summer* left on Saturday for Taku.

OFFICIAL SALARIES IN HONGKONG.

AN APOLOGY TO THE GOVERNOR.

In its issue of the 23rd November the *London and China Express* says:—

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CRICKET.

H.K.C.C. V. ROYAL NAVY.

Though the Naval men were not at full strength, they took on the rest of the Club with characteristic pluck on Friday and Saturday last. It was a great misfortune that Salter was prevented by last week's mishap from aiding his side, as his bowling and batting would have been invaluable. He helped in the seconer's box instead, we understand. Ainslie and Smith opened for the Club against Franklin's sturdy ones and Salter's expressives, and rendered a good account of their stewardship by making 92 for the first wicket, when Smith had to go for a careful innings of 52, which indicated a return to batting form. The overcup wicket began to tumble at the will of Thurston and Salter. Ainslie was bowled for a first class display, and not much was done till Mast and Doughty got together. The former was in good form, and hit hard till he was marvelously well caught left hand by Strong in the deep field. For cleverness and sangfroid this catch must rank with the finest made in the colony. Doughty's useful career was closed by a brilliant catch in the slips. Thereafter the scoring was not heavy. A total of 132 after the first wicket had yielded 92 runs was unexpectedly small. The Navy however were true to their traditions of grit and good fielding and accomplished the rare feat in Hongkong of not dropping a catch. Thurston, who replaced Franklin at about 70, was the most successful bowler with 6 wickets for 47 runs. In the quarter of an hour during which the R.N. batted on Friday evening, they lost two wickets, of which one fell to a smart bit of work between Ainslie and the bowler. When the match was resumed at 11.20 on Saturday morning, Orton and Strong made a stand; but Higgon was subsequently too good for both of them. Franklin and Mayhew, the one quietly, the other forcefully, put a better aspect on affairs. The latter was later well held at mid-off, and the former placed his log in the way after getting a well played 23. Salter, who might have proved dangerous, was cleverly taken behind the sticks before becoming set. His tail not being in form, the innings closed at fifth time for exactly 100. Here we pause to suspect to the committee of the club the advisability of legislating for local requirements as regards closure, and the follow on. The question of following on dropped up in this match but was tactfully never in dispute. With a useful lead of 82, the Club opened a second innings at 1.45 with Wall and Maitland, the heavy artillery of the side. In half an hour they had rattled up 69, when Wall was held at point for a during 22. His successor, Mast, ducked to avoid a high ball which hit the stumps; something was said about his head being more valuable than his side. This was really the only funny incident in the match. Maitland, with Johnson as a partner, kept the field hard at it and did not retire till he had hit up a punishing 67 in his best style: it was just the innings for the occasion. When joined by Gwyther, the R.W.F. stumper buckled to in earnest and put many good strokes into his 33. Upon his being bowled by what looked like a clinker from Salter, the innings was declared closed at 144, or 226 to 9. Gwyther being not out with a sound 15 to his credit. The Navy were thus left with 227 to make to win in about two hours. Strong and Franklin opened well for them, but did not score at much more than a run a minute, whereas nearly two runs a minute were required for a win. After Franklin had achieved a second 144, Strong and Salter gave considerable trouble and brought on the first change of bowlers in the match on the Club side. Ainslie's first delivery demonstrated the value of an occasional loose ball by clean-bowling Strong, who had scored an admirable 28 and seemed set for a prolonged stay. In a few hours Higgon resumed and bowled with great success, first getting Salter smartly stamped for a ducking 29 and then victimising Gibson and Thurston. Good and Philbrick offered considerable resistance. The Lieutenant was however, finely held by Wall off a lob for a hard hit 21. Legard's substitute brought up the rut and soon fell to Higgon, leaving Good to carry on his bat for a careful 17. Thus, within five minutes of time the Navy were out for 156 or 71 short of the runs wanted, and the Club were left victorious after a keen and interesting game. On the Club side Wall fielded brilliantly all through and Higgon bowled with much judgment and success, taking in all eleven wickets for 122, whilst Smith had 5 wickets for 83 and aided in keeping down the runs. In the two innings Johnson gave only 4 byes and otherwise kept well.

By the courtesy of Lt.-Col. Poveysham, D.S.O. and officers, the band of the 3rd M. I. played through an agreeable programme of music on Saturday afternoon. Appended are the score and analysis.

THE CLUB.

First Innings.		Second Innings.	
Captain Ainslie, 3rd M. I., b	35		
T. Smith, 3rd M. I., b	42		
H. Thurston, b Legard, b	14	b Strong, b Thurs- ton, b	22
Capt. Wall, I.M.S., b May- hew, b Thurston	87	b Salter, b Thurs- ton	22
R. B. Johnson, R.W.F., b Mayhew, b Salter	8	b Salter	23
R. D. Anderson, R. Ross, b Salter	2	b Salter	23
E. Mast, c/b Legard, b Thurs- ton	22	b Thurston	2
Capt. Doughty, R.W.F., c Thurston, b Salter	16		
A. Macdonald, b Salter, b	0		
H. Thurston, b Salter, b	0		
J. A. Higgon, R.W.F., not out	4		
G. H. Gwyther, R.W.F., not out	0		
Extras	15	not out	5
Total	182 (4 wkt.)		5

THE NAVY.

First Innings.		Second Innings.	
Liont. Orton, R.N., b Wall	23	b Macdonald	10
b Higgon	0	c and b Higgon	0
Liont. Legard, R.N., not out	1	(sub.) b Higgon	4
Liont. Strong, R.M.L.I., b	15	b Ainslie	32
Mr. Franklin, R.N., b Doughty, b Higgon	23	b Smith, b Hig- gon	0
Mr. Webb Wilson, R.M.L.I., b	12	b Smith, b Hig- gon	0
Liont. Ross, R.N., b Higgon	7	gon	14
Mr. Gilber, R.N., b Higgon	4	run out	14
Liont. Legard, R.N., not out	1	b Higgon	0
Liont. Strong, R.M.L.I., b	15	not out	17
Mr. Franklin, R.N., b Doughty, b Higgon	23	c Wall, b Smith	4
Extras	109		156

BOWLING ANALYSIS.

THE CLUB.		Second Innings.	
First Innings.	W.	O. M. B.	W.
Salter	13.2 1 53 3	5.2 0 24 2	
Franklin	9 2 31 0	2 0 28 1	
Strong	1 1 1 0	1 0 1 1	
Thurston	15.2 0 47 6	10 1 52 2	
Johnson	1 1 3 0	—	
THE NAVY.			
First Innings.	W.	O. M. B.	W.
Sercombe Smith	22.2 11 42 3	11 2 41 2	
Higgon	23 5 56 6	16.3 2 66 5	
Ainslie	—	3 0 19 1	
Macdonald	—	3 1 26 1	

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE TRAMWAYS COMPANY.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 22nd December.

The match of the season, Club v. United Services, will commence to-day and continue on the 25th and 26th instant. The United Services are exceptionally strong, especially the Garrison. The Club have only a fair team, but we doubt they will render a good account of themselves. Mr. Sercombe Smith, who will skipper the Club eleven, is the keenest cricketer in the Club, and they could not have a better man to captain them. He is just beginning to come back to his old batting form, and up to the present has the best bowling average. He has for many years been ambitious to win this match, and with such good men as Messrs. Maitland and Ward, and others who will do their very best to assist him, he may be rewarded this year with a victory. On paper the United Services are the stronger XI.

Thereupon wicket began to tumble at the will of Thurston and Salter. Ainslie was bowled for a first class display, and not much was done till Mast and Doughty got together. The former was in good form, and hit hard till he was marvelously well caught left hand by Strong in the deep field. For

cleverness and sangfroid this catch must rank with the finest made in the colony. Doughty's useful career was closed by a brilliant catch in the slips. Thereafter the scoring was not heavy.

A total of 132 after the first wicket had yielded 92 runs was unexpectedly small. The Navy however were true to their traditions of grit and good fielding and accomplished the rare feat in Hongkong of not dropping a catch. Thurston, who replaced Franklin at about 70, was the most successful bowler with 6 wickets for 47 runs.

In the quarter of an hour during which the R.N. batted on Friday evening, they lost two wickets, of which one fell to a smart bit of work between Ainslie and the bowler. When the match was resumed at 11.20 on Saturday morning, Orton and Strong made a stand; but Higgon was subsequently too good for both of them.

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Here we pause to suspect to the committee of the club the advisability of legislating for local requirements as regards closure, and the follow on.

The question of following on dropped up in this match but was tactfully never in dispute.

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In half an hour they had rattled up 69, when Wall was held at point for a during 22.

His successor, Mast, ducked to avoid a high ball which hit the stumps; something was said about his head being more valuable than his side.

This was really the only funny incident in the match. Maitland, with Johnson as a partner, kept the field hard at it and did not retire till he had hit up a punishing 67 in his best style: it was just the innings for the occasion.

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In a few hours Higgon resumed and bowled with great success, first getting Salter smartly stamped for a ducking 29 and then victimising Gibson and Thurston.

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In the two innings Johnson gave only 4 byes and otherwise

kept well.

POLICE COURT.

Saturday, 23rd December.

BEFORE MR. HARLAND.

CHARON AGAINST A COMPANY DIRECTOR.

Mr. Hugh Fletcher Carmichael, a director

in the large engineering firm of Carmichael and Company, Limited, of this colony, who was arrested on the afternoon of the 13th instant by Sergeant O'Sullivan of the detective staff, on the serious charge of falsifying the books of the company, and who being formally charged before Mr. Hazland on the following day, was liberated on bail of \$2,500, was again brought up, when the following indictment was preferred against him:—

(1) That he signed a cancel script be-

tween shares 1020 to 1025, dated 20th April, 1896.

He did not know how this script was

dated 1896.

He knew nothing about this what-

ever nor whose writing.

John Harper was

He had got the Register of Transfers of shares, in Carmichael and Company.

The entry of the

transfers

there.

Witness had no Register of Powers of

Attorney and with regard to the cancel script

they were pasted in the same book as the trans-

fers.

Cross-examined by Mr. Slade, witness said he

accused a Mr. Ritchie in the firm.

Mr. Ritchie

was the man who obtained the trans-

fer.

Witness

undertook Mr. Ritchie's position, and

Mr. Ritchie left shortly after witness joined the firm.

W. Hutton Potts was the next witness.

He said he was an accountant and had been in the colony for some years.

He was formerly secretary of Carmichael and Company, Limited, a public company

carrying on business in this colony, and with

intention to defraud, made a false entry in

the books of Carmichael and Co., Ltd., to the

effect that he, the said Hugh Fletcher Carmichael, then being a director of Carmichael and Company, Limited, was the owner of the ten

shares in Carmichael and Company, Limited, numbered

1020/1029, contrary to Section 68 of

Ordinance No. 7

4 NEW ADVERTISEMENTS

THEATRE ROYAL,
CITY HALL.
TAYLOR-CARRINGTON COMPANY'S
GRAND HOLIDAY SEASON,
Commemorating
BOXING NIGHT, 1900,
on which occasion will be produced for the First
time in China the wonderfully successful
Musical Extravaganza
"TONY TOMMY ATKINS."
Played by the T. C. Co. in India over 200 times.
Act 1, ENGLAND. Act 2, SOUTH AFRICA.
"TONY TOMMY ATKINS"
Introduced to Hongkong Playgoers—
TONY ATKINS.
GENERAL HORNSFUT.
REV. MR. SMUGFORD.
DRUMMER McSAWSEE.
BUGLER McSEEVEEL.
PRESIDENT STEYN.
KRUGER OOM PAUL.
SERGEANT McSPOOFER.
And
BABES.
THE FRENCH MAID.
LADY CONSTANCE CLIVE,
and
THE GEISHA,
and Vocal Selections from—
OUR LADS IN BLUE, THE DANDY FIFTH,
TOPSY TURVY, HOTEL MESSANGER BOX,
and a number of the refined and only the refined
successes of the London and New York Music
Halls.

THE NEW AND BEAUTIFUL SCENERY,
Painted expressly in Australia by the cele-
brated Artist Mr. JOHN LITTLE, shows—
THE WHITE CLIFFS OF ALBION
and
VIEWS IN SOUTH AFRICA.
Admission Rates—\$3, \$2 and \$1.
Military and Naval men in Uniform half-
rated to Second and Back Seats.
Reserve Plan at the ROBINSON PIANO CO.
Doors Open 8.15. Overture 9 o'clock.
Hongkong, 24th December, 1900. [3243]

MASONIC BALL.

A MASONIC BALL will be held in the
CITY HALL on MONDAY, the 4th
February, 1901.
Subscription lists will be found in the Clubs
and leading Stores of the Colony.
For further information apply to the under-
signed.

E. W. MITCHELL,
Hon. Secretary,
15, Queen's Road.
Hongkong, 24th December, 1900. [3242]

THE HONGKONG COTTON SPINNING,
WEAVING & DYEING COMPANY,
LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEET-
ING of the Company will be held at the Com-
pany's Office, No. 4, Pedder Street, Victoria,
Hongkong, on WEDNESDAY, the 9th
January, 1901, at 11.30 O'CLOCK A.M., when
the abovementioned Resolution which was passed at the
Extraordinary General Meeting of the Com-
pany held on the 22nd December, 1900, will be
submitted for confirmation as a Special Resolu-
tion.

RESOLUTION.

That the following Section be substituted for
Section 2 of Article XVI., namely—

"2.—The General Managers may from time
to time advance and lend for the purposes
of the Company such monies as they may
think necessary or desirable, at such rate of
interest, and upon such terms as they may
think fit, but so that the total amount for
the time being so advanced and lent shall
not at any one time exceed the sum of Two
Millions of Dollars. All advances and
Loans which up to the date hereof have
been made by the General Managers for
the purposes of the Company are hereby
agreed to and confirmed, and shall be
deemed to be, and shall be part of and
included in the said sum of Two Millions
of Dollars, and as security for the said sum
of Two Millions of Dollars and every part
thereof the General Managers may from
time to time mortgage or charge all or any
or either of any parts or part of the
Company's Property, Lands, Stock-in-trade,
Machinery, Goods, Chattels and Effects."

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 24th December, 1900. [3244]

FOR SHANGHAI.

THE Steamship
"ELSE,"
Captain Petersen, will be despatched for the
above port TO-MORROW, the 25th inst., at
4 P.M. instead of as previously notified.
For Freight, apply to

SIEMSEN & CO.
Hongkong, 22nd December, 1900. [3240]

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOATS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

THE Company's Steamship
"MANCHE,"
will be despatched for the above ports on or
about WEDNESDAY, the 26th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.
Hongkong, 22nd December, 1900. [2]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO,
AND SINGAPORE.

THE Company's Steamship

"KANAGAWA MARU,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godown at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

Optional goods will be carried on unless in-
struction is given to the contrary before
NOON, TO-DAY.

Goods not cleared by the 29th instant will be
subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the
Godown and Notice of same sent to this Office
before the 1st prox. or claims in connection
therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 22nd December, 1900. [3241]

NEW ADVERTISEMENTS

THE OSAKA SHOSEN KAISHA,
LIMITED.

FOR SWATOW, AMOY, AND
TAMSUL.

THE Company's Steamship

"TAMSUI MARU."

Captain K. Hasegawa, will be despatched for
the above ports on SUNDAY, the 30th inst.

At DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 24th December, 1900. [15]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN."

FROM BOMBAY, COLOMBO, AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godown at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo—

From London, en s.s. Rome, Parramatta
and Victoria.

From Persian Gulf, ex s.s. Pemba, Moshkari
and Juna.

Goods not cleared by the 30th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godown, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognized.

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 23rd December, 1900. [1]

CHRISTMAS HOLIDAYS.

IN Accordance with Ordinance No. 6 of
1875, the undermentioned Banks will be
CLOSED for the transaction of Public Busi-
ness TO-DAY (MONDAY), TO-MORROW
(TUESDAY) and WEDNESDAY),
the 24th, 25th and 26th instant respectively.

For the CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

T. P. COCHRANE,
per Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING
CORPORATION.

T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA,
LIMITED.

GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCANTILE BANK OF INDIA,
LIMITED.

JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,
Hongkong Agents.

L. BERINDOAGUE,
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED.

J. C. BERGENDAHL,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED.

TARO HODSUMI,
Manager.

For the IMPERIAL BANK OF CHINA,
E. W. BUTTER,
Manager.

For the DEUTSCH-ASIATISCHE BANK,
H. SCHOTTLAENDER,
Acting Manager.

Hongkong, 18th December, 1900. [3203]

CHRISTMAS HOLIDAYS.

THE Undermentioned Insurance Offices

will be CLOSED for the transaction of
Public Business TO-DAY (MONDAY), TO-
MORROW (TUESDAY) and WEDNES-
DAY, the 24th, 25th and 26th instant.

JARDINE, MATHESON & CO.,
General Agents,

CANTON INSURANCE OFFICE, LIMITED.

General Managers,

HONGKONG FIRE INSURANCE CO., LTD.

For the UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

W. J. SAUNDERS,
Secretary.

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LIMITED.

W. H. PERCIVAL,
Agent.

For the CHINA TRADERS' INSURANCE
CO., LIMITED.

H. P. WADMAN,
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For the YANGTZE INSURANCE ASSOCIA-
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SHEWAN, TOME & CO.,
Agents.

For the CHINA FIRE INSURANCE CO., LTD.

GEO. L. TOMLIN,
Secretary.

Hongkong, 20th December, 1900. [3213]

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CANTON INSURANCE OFFICE, LIMITED.

General Managers,

</div

HONGKONG
BUSINESS DIRECTORY

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zetland Street, Auctioneer, Appraiser
and Commission Agent.HUGHES & HOUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.BOARD AND LODGING
THIS SPACE IS RESERVED
FOR THE
WESTERN HOTEL.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work
BOOKSELLERS AND STATIONERSW. BEEWER & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON.
Contractor: 30, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged. Estimates given.

CHEMISTS DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.THE VICTORIA DISPENSARY.
Chemists and Dispensaries, High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.WATKINS, LD. APOTHECARY'S HALL, 66,
Queen's Road Central, Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALER

KWONG HING,
China Porcelain, Crockery Ware, 59a,
Queen's Road Central.

DENTISTS

WONG HOMI,
Surgeon Dentist, 50, Queen's Road Central.WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DRAPERS

EBRAHIM ELIAS & CO.,
Milliners, Silk Merchants, Haberdashers,
Low Prices; 37, 39, Wellington Street.SEE WOO,
Tailor, Draper and Outfitter; 67 and 69,
Queen's Road.

FLOUR

SPERRY FLOUR COMPANY,
Proprietors of the following Celebrated
Brands of Flour: "Sperry's," "Golden Gate," "Pioneer," "Buckeye,"
"Anchor," &c.
WILLIAM WHILEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
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Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES,
Sub-agents Lipton, Ltd.,
8 and 19 D'Aguilar Street.
Provision and General Merchants.

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KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 36,
Queen's Road Central.MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo.WAH LOONG,
Gold and Silversmiths, Silk Dresses, Crêpe
Shawls, Ivory, Lacquerware, Fans,
Curios, Bric-à-brac, Human Hair, Fea-
thers; 58, Queen's Road Central.

MERCANTILE AGENT

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Duddell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

A FONG,
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
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Enlarging, Developing, Printing, Mod-
erate Rates, 20a, Queen's Road East.MEE CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Views, etc. Development
Works, Amateurs' Requisites.M. MUMEYA, JAPANESE ARTIST.
Bronzes and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 3a, Queen's
Road Central.YEE CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.H. YERA,
Japanese Photographer, 14, Beaconsfield
Avenue, Queen's Road Cl., also Wan Chai.
Amateur's Requirements a Specialty.HONGKONG
BUSINESS DIRECTORY.

PRINTING

"DAILY PRESS" OFFICE,
Printed by Englishmen.

SILK GOODS DEALERS

TEJUMUL POHUSING,
Dealers in Chinese, Indian and Japanese
Goods. Silks, Woolen and Cashmere
Shawls, and other Sundry Goods; 4,
D'Aguilar Street, First Floor.WASSIAMULL ASSOMULL,
Wholesalers and Retail Importers, and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Crêpe
Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK,
Exporter of Real Hand-made Torchon Lace
in Silk, Linen and Cotton. Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen Lace Curtains made to
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Ship Chandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.BISMARCK & CO.,
Navy Contractors, Ship Chandlers, Sail-
makers and Coal Merchants. Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.KWONG SANG & CO.,
Ship Chandlers, Sailmakers, Hardware,
Engineering Tools, Brass and Iron Mer-
chants, 144, Des Vieux Road.MORE & SEIMUND,
Ship Chandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers; 43 and 45, Praya Central.

TAILORS

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiers,
Drapers, 88, Queen's Road, Central.YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs; Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"
Importer of the Best Manila Cigars; 25,
Pottinger Street.KRUSE & CO.,
Wholesalers and Retail Havanas and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents.

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WINE & SPIRIT MERCHANTS

H. PRICE & CO.,
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and Calle Anlegana, Manila.CARMICHAEL & BARLOW,
CONSULTING ENGINEERS, SURVEYORS, AND
CONTRACTORS, QUEEN'S BUILDINGS.DESIGNS and Specifications prepared for
any class of Steamships. Launches and
light-draught vessels a specialty. Contractors
for the supply and erection of any type of
machinery. New work and repairs supervised.
New and second hand Launches for Sale.
Telegrams, "CELESTE," Hongkong;
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B. J. BARLOW.LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.AUTOMATIC MAUSER
PISTOLS.CALIBRE 7.63 m.m.
With CHAMBER for 10 CARTRIDGES,
FIRING 10 SHOTS in 2 SECONDS.SIEMSEN & CO.,
Hongkong, 3rd October, 1900. [2809]

HOTELS

"BOA VISTA" HOTEL,
MACAO.MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo.WAH LOONG,
Gold and Silversmiths, Silk Dresses, Crêpe
Shawls, Ivory, Lacquerware, Fans,
Curios, Bric-à-brac, Human Hair, Fea-
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M. MUMEYA, JAPANESE ARTIST.

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Road, Upstairs.H. YERA,
Japanese Photographer, 14, Beaconsfield
Avenue, Queen's Road Cl., also Wan Chai.

Amateur's Requirements a Specialty.

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AFTER THE FAMINE IN INDIA.

BY

THE RIGHT HON. SIR RICHARD
TEMPLE, BART.

(Concluded)

Men wonder how India can possibly survive such misfortunes. But she will. She has done so often before when the misfortunes have been as great or greater, and when the surrounding circumstances have been far less favourable. She has recovered from some famines when there was maladministration in all civil relations, when war was raging, and when revolutions were rampant. From some famines she has recovered and still, what may be called, general scarcity. From some famines she has recovered when the State had not the means of affording relief, and when the methods of doing so were not understood. In these times, however, she recovers from famine under favourable circumstances, when the means of communication are perfect, when grain is conveyed from the seaports, abundance of the prosperous districts almost to the doors of the drought-stricken regions, when civil government has reached a high standard of efficiency, when the whole resources of the most highly organized government in the world are applied to the mitigation of distress, and when the administration of famine relief has been reduced to a science. Famines, like other great national emergencies, are to be accepted as the judgments of Providence. However great the affliction caused thereby there will be compensations. Though the expenditure of State funds will be enormous, yet the country is held together. The population is saved in the main. The resources of the State are not materially impaired. The moral effect upon the popular mind is abiding. The natives see their foreign and alien Government put forth efforts to save their lives—efforts which no indigenous government throughout all the ages in India had ever dreamt of, efforts not actually paralleled as yet among any even of the western nations. Among the European officers set over them they have seen seal and humanity equalled only by that practical capacity in which Anglo-Indian administration has never failed.

A JAPANESE VIEW OF THE
CRISIS.

As regards the prospects of this monsoon there are absolutely no data for the slightest forecast. Still, it is well known that famine years occur in cycles, and of late there has been such a cycle, and this famine is only the successor of another severe one from which the country was beginning to recover with marvellous rapidity when the new evil came on. Our hope must be that the period of famine will always show after their disasters to the glad astonishment of all observers.

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In the recovery of the country, on the supposition that this monsoon proves favourable, the only special drawback is the extraordinary loss of cattle. Such loss always occurs in every famine to an extent more or less vast, but in this famine it appears to have attained proportions exceptionally enormous. If the monsoon shall be propitious, if the epidemics which have hung as it were on the flank and rear of the famine relief operations shall pass away—if in consequence the countless local industries shall revive—there are still the sequels, as they are called, of the famine to be anticipated. In some parts of the distressed area much may depend upon the latter rains of October, and on the autumn rains generally, for they must fall if the crops are to flourish. But the time and manner of their falling may greatly affect the health of the inhabitants. They might fall, indeed they have often fallen in such a manner as to produce a very low, depressing fever. Although the famine relief operation may have sustained the strength of the people tolerably well, yet their health cannot but have suffered somewhat from all that has beenfallen during the drought, consequently they have a somewhat lowered physique wherewith to face any depressing ailments which may supervene in the autumn. At the best of times the autumnal fever is the bane of life in India. In the autumn succeeding a famine it is likely to be worse than usual. Circumstances differ infinitely in the immense areas affected by the famine, and some parts may be better preserved from the ill consequences of famine than others. But on the whole the prevalence of wasting sickness in many parts is to be anticipated among the after effects of famine.

It is after the extreme crisis of famine is over and past that the benefit of the sum generously subscribed in England and elsewhere for the benefit of the sufferers come into play. Though the State expenditure has been unstinted and immense, nevertheless the Government is steward for the people's money, and cannot go beyond the strict necessities of the grave and distressful emergency. This unavoidably leaves a broad margin for private benevolence. Gifts, allowances, small subsidies in a hundred forms can be dispensed in cases where the Government officials might not think themselves justified in affording full assistance. Above all assistance can be given to families broken down by the famine and to orphan children of those who have perished, not perhaps from hunger but from diseases incidental to the great calamity.

Lastly, the public sympathy is generally drawn towards great calamities. The mighty sorrows, the incalculable losses, the heart-breaking anxieties, appeal to the imagination.

A HELPLESS CRIPPLE!

N. Bengtson, of Norbore, says:—For nineteen months I lay a helpless cripple from Rheumatism. The weight of my body was reduced from 170 lbs. to 130 lbs., in proof of the terrible pain I had to endure. During all this time, I sought a cure, but after using everything I heard of, such as instruments, electricity, Turkish Baths, and above all useless employing physicians. I considered myself incurable, especially so when the last physician told me that he would not accept any more money from me, as the case was beyond the human grasp! At this time I noticed your advertisement in one of the morning papers. I ordered Little's Oriental Balm with very little confidence, but I was surprised after using 2 to 3 bottles. I was greatly improved and the continued use of your wonderful remedy cured me, with the help of God, of Rheumatism.

For my part I shall do all in my power to spread its merits. Sold at Re. 1 per bottle. Agents for Hongkong.—THE VICTORIA DISPENSARY, LTD. Hongkong, 16th August, 1900. [231]

Men wonder how India can possibly survive such misfortunes. But she will. She has done

so often before when the misfortunes have been as great or greater, and when the surrounding

circumstances have been far less favourable.

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there was maladministration in all civil relations,

when war was raging, and when revolutions

were rampant. From some famines she has

recovered and still, what may be called, general

scarcity. From some famines she has recovered

when the State had not the means of affording

relief, and when the methods of doing so were

not understood. In these times, however, she

recovers from famine under favourable circum-

stances, when the means of communication are

perfect, when grain is conveyed from the seaports,

abundance of the prosperous districts almost to

the doors of the drought-stricken regions, when

civil government has reached a high standard

of efficiency, when the whole resources of the

most highly organized government in the world

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLIED TO	TO BE DESPATCHED
LONDON	CALCHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	To-morrow.
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	—	S. Barcham	E. & O. S. N. C.	On 5th Jan. at Noon.
LONDON	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 8th Jan.
LIVERPOOL	RHIMEUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 22nd Jan.
BREMEN, VIA PORTS OF CALL	DAEDANUS	Brit. str.	—	Steeves	BUTTERFIELD & SWIRE	On 19th Jan.
MARSEILLES, &c., VIA PORTS OF CALL	PRINZ HEINRICH	Ger. str.	—	R. Heintze	MELCHERS & CO.	On 1st Jan. at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	OCEANIAN	Fr. str.	—	G. E. P. Cook	MESSAGERIES MARITIMES	On 31st inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	SHINANO MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 28th inst. at Daylight.
HAVRE & HAMBURG VIA COLOMBO	KAMAKURA MARU	Jap. str.	—	Forst	NIPPON YUSEN KAISHA	On 2nd Jan. at Daylight.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	—	Hempel	CARLOWITZ & CO.	To-day.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 30th inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Müller	CARLOWITZ & CO.	On or about 12th Jan.
HAVRE & HAMBURG	DEVONSHIRE	Brit. str.	—	Brain	CARLOWITZ & CO.	On or about 5th Feb.
TRISTE, VIA PORTS OF CALL	R. MORROW	Brit. str.	—	F. Mosca	DODWELL & CO. LIMITED	On 27th inst. P.M.
NEW YORK VIA PORTS AND SUZ CANAL	EMPEROR OF CHINA	Brit. str.	—	ARNHOLD, KARBERG & CO.	SHEWAN, TOME & CO.	Quick despatch.
NEW YORK	VICTORIA	Brit. str.	—	R. Archibald, R.N.E.	ARNHOLD, KARBERG & CO.	On or about 5th Jan.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	—	J. Pantor	CANADIAN PACIFIC R. CO.	On 16th Jan.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	ADATO	Brit. str.	—	G. D. Bowles, R.N.E.	DODWELL & CO. LIMITED	On 28th inst.
PORTLAND, OREGON, &c., VIA JAPAN, &c.	SKARPSNO	Nor. str.	—	T. M. Stevens & Co.	CANADIAN PACIFIC R. CO.	On or about 31st inst.
SAN FRANCISCO VIA SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	Tolleson	ARNHOLD, KARBERG & CO.	On or about 10th Jan.
SAN FRANCISCO VIA SHANGHAI, &c.	CHINA	Amer. str.	—	Toyo Kisen Kaisha	SACHSEN	On 28th inst., at Noon.
SAN DIEGO, &c., VIA MOJI, &c.	DORIC	Brit. str.	—	PACIFIC MAIL S. S. CO.	KIAUTSCHOU (Hamburg-Amerika Line)	On 5th Jan. at Noon.
AUSTRALIAN PORTS	BERGENHUS	Brit. str.	—	O. & O. S. S. CO.	BAYERN	On 30th inst.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—	BUTTERFIELD & SWIRE	STUTTGART	On 29th inst. at 4 P.M.
YOKOJIMA & KOBE	AUSTRALIAN	Brit. str.	—	Holmes	KONIG ALBERT	On 3rd Jan. at 4 P.M.
SHANGHAI	TAIWAN	Brit. str.	—	Nelson	PRINZ HEINRICH	On 6th Jan.
SILANGHAI & JAPAN	MARIE VALERIE	Aus. str.	—	To-day. P.M.	PRINZ HEINRICH	To-day.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHUSAN	Brit. str.	—	To-morrow. P.M.	PRINZ HEINRICH	To-morrow.
FOOCHOW VIA SWATOW & AMOY	ELSE	Ger. str.	—	To-morrow. P.M.	PRINZ HEINRICH	To-morrow.
SWATOW, AMOY & TAIWANFOO	JAVA	Brit. str.	—	To-morrow. P.M.	PRINZ HEINRICH	To-morrow.
AMOY, SANHARANG & SOURABAYA	MANCHE	Fr. str.	—	To-morrow. P.M.	PRINZ HEINRICH	To-morrow.
QUANG TCHEUA WAN, & HOIHOW, &c.	FENINSULAR	Brit. str.	—	To-morrow. P.M.	PRINZ HEINRICH	To-morrow.
MANILA VIA AMOY	AKASHI MARU	Jap. str.	—	To-morrow. P.M.	PRINZ HEINRICH	To-morrow.
MANILA VIA AMOY	ESMERALDA	Brit. str.	—	To-morrow. P.M.	PRINZ HEINRICH	To-morrow.
MANILA	YUENSANG	Brit. str.	—	To-morrow. P.M.	PRINZ HEINRICH	To-morrow.
MANILA	ROSETTA MARU	Jap. str.	—	To-morrow. P.M.	PRINZ HEINRICH	To-morrow.
TAIWAN	TAIWAN	Brit. str.	—	To-morrow. P.M.	PRINZ HEINRICH	To-morrow.

SHIPPING.

ARRIVALS.

Dec. 23, MARIE JESEN, Ger. str. for Saigon.
Dec. 22, SAMBIA, German str. for Yokohama.
Dec. 23, VERA, German str. for Singapore.
Dec. 23, CHARLES ROGER, Belgian str. for Vladivostock.
Dec. 23, TAIJIN MARU, Jap. str. for Tamsi.

VESSELS IN DOCK.

ABERDEEN DOCKS—Willeminia, Fr. wood.
KOWLOON DOCKS—Tartar, H.M.S. Sandpiper, S.M.S. Weissenburg, Tailey, Duke of Fife, Telemachus, Sulbury.

SHIPPING REPORTS.

The German steamer *Devonport*, from Singapore and Bangkok 14th Dec., had strong to moderate monsoon.

The Japanese steamer *Ariake Maru*, from Moji 17th Dec., had moderate N.E. monsoon with following sea.

The German steamer *Aragonia*, from Shanghai 19th Dec., had strong northerly wind and cloudy weather.

The British steamer *Esmeralda*, from Manila 18th Dec., had moderate monsoon and sea, with fine and clear weather.

The British steamer *Calchas*, from Shanghai 20th Dec., had fresh northerly wind and clear weather from port to port.

The British steamer *Loksong*, from Bangkok 13th Dec., had strong monsoon and high seas throughout the voyage.

The British steamer *Formosa*, from Tamsi 17th Dec. and Amoy 22nd, had moderate monsoon and fine clear weather throughout. Vessel in Amoy—H.M.S. *Ayronaut* and H.M.S. *Burner* str. *Fookong*, *Cheang Hock Kian*, *Hong Bo* and *Chengchew*.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

ADOLPH OBER, American ship, Amesbury—Standard Oil Co.
DUKE OF FIFE, British str. Cox—DODWELL & CO. Limited.

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship
"ESMERALDA" will be despatched as above
TO-DAY, the 24th inst. at 5 P.M.

This Steamer has superior accommodation for Passengers and is fitted throughout with the Electric Light.

A doctor is carried.

For Freight or Passage, apply to

SANDER, WIELER & CO., General Managers.

Hongkong, 18th December, 1900.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR YOKOHAMA AND KOBE
THE Company's Steamship

"MARIE VALERIE" will leave for the above places TO-DAY, the 24th inst., P.M.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 17th December, 1900.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
22ND DECEMBER.

Carlisle City, British str. for Moji.
Haileong, British str. for Haiphong.
Thales, British str. for Swatow.

Chinkiang, British str. for Shanghai.
Kutung, British str. for Singapore.
Loongsang, British str. for Manila.

Marie Jelsen, German str. for Saigon.
Arratoon Apcar, British str. for Singapore.
Sambia, German str. for Yokohama.

Kinsui Maru, Japanese str. for Shanghai.
Loongsong, German str. for Shanghai.
Charles Roger, Belgian str. for Vladivostock.
Sabine Rickmers, British str. for Shanghai.
Tatjin Maru, Japanese str. for Swatow.

Verona, German str. for Singapore.

DEPARTURES.

Dec. 22, CLYDE, British str. for Europe.

Dec. 22, SUMMER, American transport for Taku.

Dec. 22, HOIHOW, French str. for Pakhoi.

Dec. 22, SHANTUNG, British str. for Senktau.

Dec. 22, CARLISLE CITY, British str. for San Francisco.

Dec. 22, HAIOOLONG, British str. for Haiphong.

Dec. 22, THALES, British str. for Swatow.

Dec. 22, KUTSANG, British str. for Singapore.

Dec. 22, ARRATOON APCAR, British str. for Calcutta.

Dec. 22, KINSHU MARU, Japanese str. for Shanghai.

Dec. 22, LOONGNOON, Ger. str. for Shanghai.

Dec. 22, CHINKIANG, British str. for Shanghai.

Dec. 22, LOONGGANG, British str. for Manila.

Dec. 22, SABINE RICKMERS, British str. for Shanghai.

SHANGHAI

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Dec. 22, CHINKIANG, British str. for Shanghai.

Dec. 22, LOONGGANG, British str. for Manila.

Dec. 22, SABINE RICKMERS, British str. for Shanghai.</p

VESSELS ON THE BERTH
THE OSAKA SHOSEN KAISHA,
LIMITED.
FOR SWATOW, AMOY, AND
TAIWANFOO.
THE Company's Steamship

"ANPING MARU"
Captain S. Atsumi, will be despatched for the
above ports on WEDNESDAY, the 26th
December, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 12th December, 1900. [1443]

**CHINA NAVIGATION COMPANY,
LIMITED.**
FOR AMOY, SAMARANG AND
SOURABAYA.
THE Company's Steamship

"KWEIYANG,"
Captain Outerbridge, will be despatched as above
on WEDNESDAY, the 26th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st December, 1900. [3228]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
BOMBAY, KARACHI, ADEN, SUZU,
PORT SAID, FIUME AND TRIESTE.
(Taking Cargo at through route to the BRITISH,
to SOUTH AFRICA, CALCUTTA, MADRAS,
PERSIAN GULF, IEDD SEA, BLACK
SEA, LEVANT, MALTA, VENICE
and ADRIATIC PORTS.)

THE Company's Steamship

"GISELA,"
Captain F. Mose, will be despatched as above
on THURSDAY, the 27th inst., at 4 P.M.
Silk and Valuables are transhipped on arrival
at Bombay into an accelerated liner.
For information as to Passage and Freight,
apply to

SANDER, WIELER & Co.,
Agents.
Hongkong, 19th December, 1900. [6]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.
THE Company's Steamship

"YUENEANG,"
Captain Rolfe, will be despatched as above on
THURSDAY, the 27th inst., at 4 P.M.
This steamer has superior accommodation for
First Class Passengers, is fitted throughout
with Electric Light, and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATTHESON & CO.,
General Managers.
Hongkong, 22nd December, 1900. [3233]

NIPPON YUSEN KAISHA.

FOR MANILA.
THE Company's Screw Steamship

"ROSETTA MARU"
(3,411 tons gross, will be despatched for the
above port on FRIDAY, the 28th instant, at
4 P.M.

This Mail steamer is provided with superior
accommodation and with all modern fittings
and improvements for the safety and comfort
of Passengers. Doctor and Stewardess carried.

Return tickets issued by this Company are
available for return by steamer of the other
Lines.

For Freight or Passage, apply to

A. S. MIHARA,
Manager.
Hongkong, 29th December, 1900. [3219]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AND AMERICAN PORTS.

THE Company's Steamship

"BENGAL,"
Captain S. Barham, carrying Her Majesty's
Mails, will be despatched from this for BOMBA
on SATURDAY, the 5th January, at Noon,
taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's

Bills of Lading.

For further particulars, apply to

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 24th December, 1900. [1]

SHEWAN TOME'S & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"DEVONSHIRE"
will be despatched for the above port on or
about the 5th January, 1901.

For Freight, apply to

SHEWAN, TOME'S & CO.,
Agents.
Hongkong, 21st December, 1900. [2888]

FOR PORTLAND (ORE.) U.S.A.

Booking Cargo for SAN FRANCISCO, CAL.
AND
OVERLAND COMMON POINTS OF THE
UNITED STATES by Connecting
Railroads.

THE Norwegian First Class Steamer

"SKARPSNO,"
Captain Tollefson, will be despatched on or
about the 10th January, 1901.

This steamer will be followed, about the end
of January, by

The A.I. Steamship

"MONMOUTHSHIRE,"
Capt. Kennedy.

and in February by

"INDRAVELLI."

For Freight or Passage, apply to

T. M. STEVENS & CO.,
4, STEVENS STREET,
Agents.
Hongkong, 21st December, 1900. [3226]

VESSELS ON THE BERTH.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama, and Honolulu) [1443]

FRIDAY, Dec. 23,
at NOON.

Yokohama and Honolulu)

TUESDAY, Jan. 22,
1901, at NOON.

Yokohama and Honolulu)

THURSDAY, Feb. 14,
1901, at NOON.

Yokohama and Honolulu)

SATURDAY, Feb. 16,
1901, at NOON.

Yokohama and Honolulu)

SUNDAY, Feb. 17,
1901, at NOON.

Yokohama and Honolulu)

MONDAY, Feb. 18,
1901, at NOON.

Yokohama and Honolulu)

TUESDAY, Feb. 19,
1901, at NOON.

Yokohama and Honolulu)

WEDNESDAY, Feb. 20,
1901, at NOON.

Yokohama and Honolulu)

THURSDAY, Feb. 21,
1901, at NOON.

Yokohama and Honolulu)

FRIDAY, Feb. 22,
1901, at NOON.

Yokohama and Honolulu)

SATURDAY, Feb. 23,
1901, at NOON.

Yokohama and Honolulu)

SUNDAY, Feb. 24,
1901, at NOON.

Yokohama and Honolulu)

MONDAY, Feb. 25,
1901, at NOON.

Yokohama and Honolulu)

TUESDAY, Feb. 26,
1901, at NOON.

Yokohama and Honolulu)

WEDNESDAY, Feb. 27,
1901, at NOON.

Yokohama and Honolulu)

THURSDAY, Feb. 28,
1901, at NOON.

Yokohama and Honolulu)

FRIDAY, Feb. 29,
1901, at NOON.

Yokohama and Honolulu)

SATURDAY, Mar. 1,
1901, at NOON.

Yokohama and Honolulu)

SUNDAY, Mar. 2,
1901, at NOON.

Yokohama and Honolulu)

MONDAY, Mar. 3,
1901, at NOON.

Yokohama and Honolulu)

TUESDAY, Mar. 4,
1901, at NOON.

Yokohama and Honolulu)

WEDNESDAY, Mar. 5,
1901, at NOON.

Yokohama and Honolulu)

THURSDAY, Mar. 6,
1901, at NOON.

Yokohama and Honolulu)

FRIDAY, Mar. 7,
1901, at NOON.

Yokohama and Honolulu)

SATURDAY, Mar. 8,
1901, at NOON.

Yokohama and Honolulu)

SUNDAY, Mar. 9,
1901, at NOON.

Yokohama and Honolulu)

MONDAY, Mar. 10,
1901, at NOON.

Yokohama and Honolulu)

TUESDAY, Mar. 11,
1901, at NOON.

Yokohama and Honolulu)

WEDNESDAY, Mar. 12,
1901, at NOON.

Yokohama and Honolulu)

THURSDAY, Mar. 13,
1901, at NOON.

Yokohama and Honolulu)

FRIDAY, Mar. 14,
1901, at NOON.

Yokohama and Honolulu)

SATURDAY, Mar. 15,
1901, at NOON.

Yokohama and Honolulu)

SUNDAY, Mar. 16,
1901, at NOON.

Yokohama and Honolulu)

MONDAY, Mar. 17,
1901, at NOON.

Yokohama and Honolulu)

TUESDAY, Mar. 18,
1901, at NOON.

Yokohama and Honolulu)

WEDNESDAY, Mar. 19,
1901, at NOON.

Yokohama and Honolulu)

THURSDAY, Mar. 20,
1901, at NOON.

Yokohama and Honolulu)

FRIDAY, Mar. 21,
1901, at NOON.

Yokohama and Honolulu)

SATURDAY, Mar. 22,
1901, at NOON.

Yokohama and Honolulu)

SUNDAY, Mar. 23,
1901, at NOON.

Yokohama and Honolulu)

MONDAY, Mar. 24,
1901, at NOON.

Yokohama and Honolulu)

TUESDAY, Mar. 25,
1901, at NOON.

Yokohama and Honolulu)

WEDNESDAY, Mar. 26,
1901, at NOON.

Yokohama and Honolulu)

THURSDAY, Mar. 27,
1901, at NOON.

Yokohama and Honolulu)

FRIDAY, Mar. 28,
1901, at NOON.

Yokohama and Honolulu)

SATURDAY, Mar. 29,
1901, at NOON.

Yokohama and Honolulu)

SUNDAY, Mar. 30,<

